

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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This is UNEVALUATED

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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1. The Polish naval harbor on Hel Peninsula is used exclusively by Polish naval ships. During the summer months, the majority of the Polish Navy is stationed at this base, i.e., from April or May to September or October.
2. The harbor depth is not uniform. The depth at point "1" is eight meters. The depth at the inner side of pier "2" is eight meters. The depth at the inter-section of piers "2" and "4" is seven meters. The depth on the seaward side of pier "2" is four or five meters. The harbor section at point "2" is very shallow, about one meter. The harbor gradually deepens from point "2" seaward. The depth at point "13" is about four meters, at the end of pier "13", about six meters. The depth from point "14" to point "15" is about four or five meters. The depth on the seaward side of pier "15" is about four or five meters. The depth grows gradually less shoreward.

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(NOTE: Washington distribution indicated by "X"; Field distribution by "#")

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1. Harbor entrance: 60 meters wide. Depth eight meters. No submarine net. In practice drills, the entrance is barred by a steel cable. For entrance of vessels the cable is allowed to sink.
2. Heavy concrete pier. For description, see Sketch No. 2. Length of pier is 400 meters. A narrow-gauge railroad line is sunk in the roadway along the whole length of the pier. Width of line is about 60 centimeters. On the harbor side, the pier has a wooden protection made of wooden palings. There is a small hand-operated crane on the pier. On the seaward side, there are two wrecks.
3. Concrete observation tower, seven meters high. This post uses a flag signal system by day and a searchlight and a blinker at night.
4. Heavy concrete pier, identical with pier no. "2" in shape. Length is 320 meters. A narrow-gauge line is also sunken in this pier and connects with the narrow-gauge line on pier no. "2". Near the narrow-gauge line there is a standard-gauge line, also sunk in the pier. The narrow-gauge line is indicated by -.-.-, the standard-gauge by -----.
5. Warehouse.
6. Earthworks, five meters wide, on the west side of the pier. The upper surface of the earthworks is as high as the pier.
7. Concrete building with a flat roof; 25 meters long, seven meters wide, and five meters high. There were two 350 hp. Junker diesel engines in this building. Each engine operates a Junker air compressor with an air chamber, each of about 120 atm. Pipes run from the building along the quay and pier no. "2" to deliver air to the ships to start their engines. The connections are on the inner side of piers no. "2" and "4" in recesses with steel doors. The building also contains high-pressure cylinders.
8. Red brick building; three floors; about 30 meters long and seven meters wide.
9. Asphalt road. Roadway width is six meters. On the same level as the pier and earthworks.
10. Concrete wall which rises about two meters above the road.
11. Quay; about 400 meters long, wooden construction. Wooden roadway, of heavy planks joined together over a foundation of vertical wooden piles bound together with iron bars. The eastern section of the quay is concrete for a distance of about 80 meters. The width of the quay is about four meters. It is practicable for heavy trucks. The height of the roadway above water level is two meters. The quay has connections for water and electricity, but no railroad lines and connections for compressed air.
12. Shallow harbor section, partly silted up; depth about one meter. In this area there are two wrecks, marked R. There is a wooden bridge over the water.
13. Wooden pier of the same type as pier no. "2"; length about 150 meters, width four meters. Same installations as pier "2". No cranes.
14. Remains of a wooden pier, destroyed during the war. On both sides of this pier there are two wrecks marked Z.
15. Massive concrete pier, length about 220 meters. Flat roadway, four meters wide. The hatched section was destroyed during the war, but is now repaired. At the far end of this pier there is a harbor light. There are no installations on this pier.

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16. Gasoline and fuel depot, surrounded by a barbed wire fence about two meters high.
17. Many gasoline drums, stored in the open, are lying on the ground.
18. Red brick building with a sheet iron roof; 20 x 7 x 4 meters. The office and warehouse of the manager of the depot is in this building.
19. Sentry box.
20. Boiler house. No longer in use. Three round iron chimneys on the roof (one 25, the other two 20 meters high).
21. Asphalt road, about 300 meters long.
22. Narrow-gauge line which is a connection with the ammunition dump.
23. Harbor terrain, the railroad to Gdynia runs through this terrain.
24. Polish Naval Headquarters. This building also contains the motor torpedo boat headquarters. Also quarters of the motor torpedo boat officers and men. Dimensions: 25 x 25 x 10 meters.
25. Red brick barracks. Food supplies, also a naval barber shop.
26. Concrete barracks. Food supplies and canteen. Dimensions: 15 x 5 x 4 meters. Sheet iron roof.
27. Hard sandy road.
28. Berth for submarines.
29. Berth of the BLYSKAWICA.
- 30, 31. Berth for about nine minesweepers.
32. Berth for motor torpedo boats.
- 33, 34. Berth for tugboats.
35. Berth of the O.P. MOTLANA. This vessel has no engines and is towed into Hel from Gdynia in the summer. It is the headquarters of the commandant of the training unit of the Polish Navy in the summer.
36. Berths for towed targets.
37. Shore waterline.
38. Line of pine woods.

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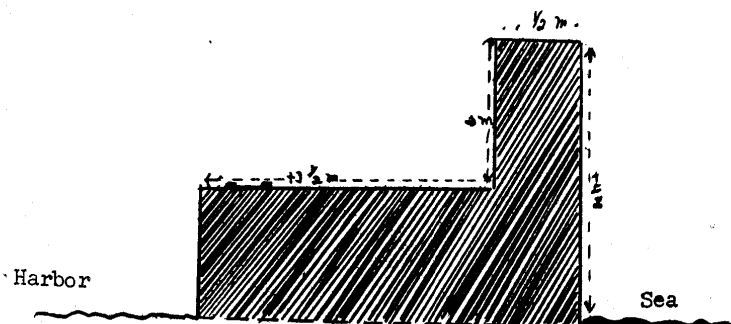
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Sketch No. 2

Concrete pier



Sketch No. 1.

Polish Naval Base on Hel Peninsula

